

Metro Toronto

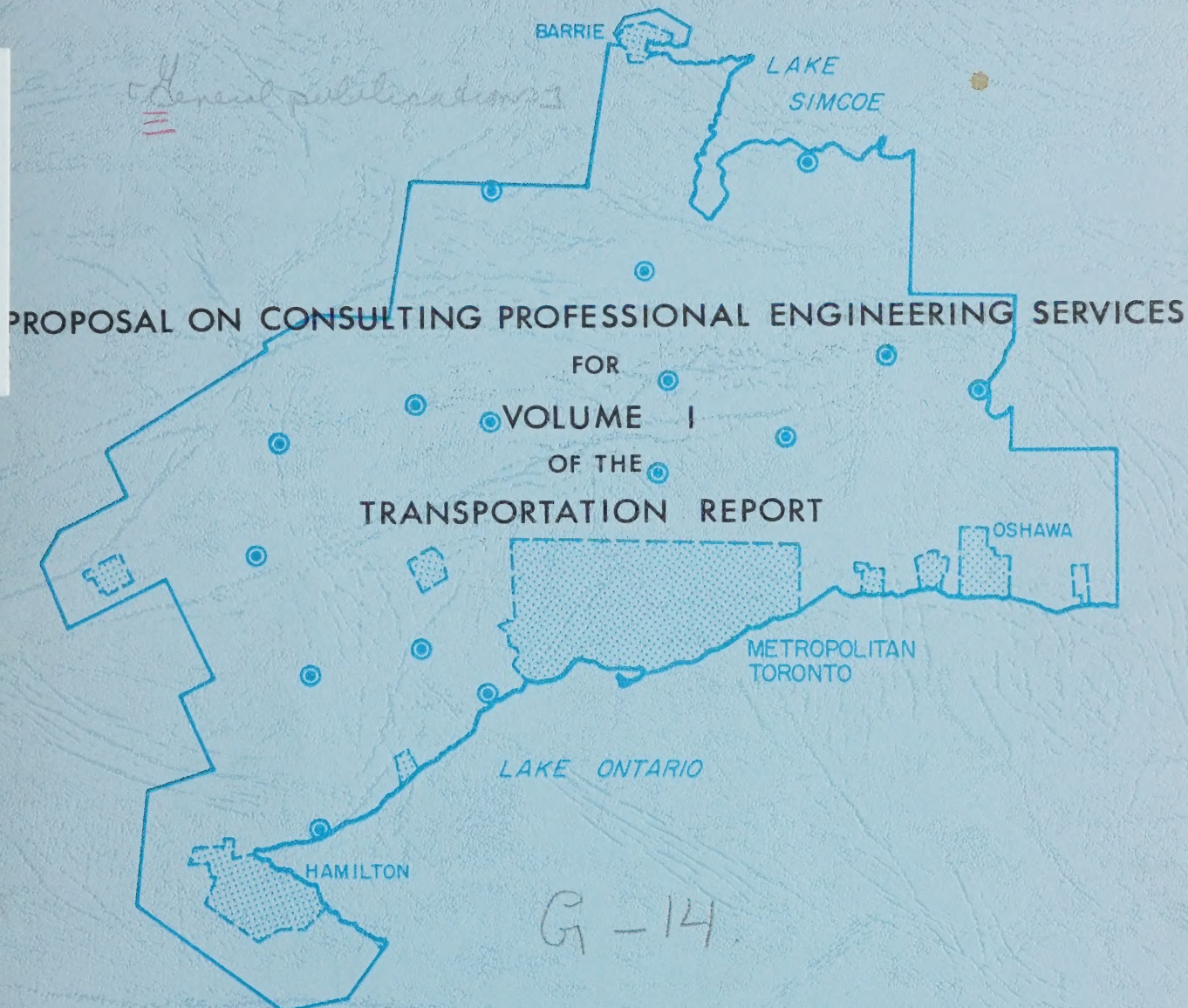
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METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

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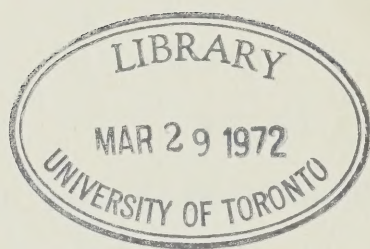
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METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

PROPOSAL ON CONSULTING PROFESSIONAL ENGINEERING SERVICES
FOR
VOLUME I
OF THE
TRANSPORTATION REPORT

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Consulting Professional Engineers
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Don Mills, Ontario



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27th April, 1965

Metropolitan Toronto and Region Transportation Study,
Box 227,
Parliament Buildings,
Toronto 2, Ontario.

Attention: Mr. P. E. Wade, Study Director

Re: Transportation Report, Volume I

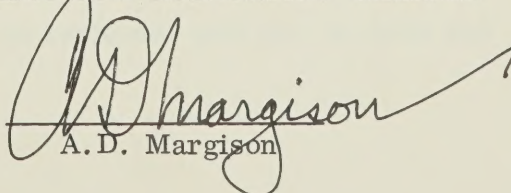
Gentlemen:

Your letter with Appendices of 21st April, 1965, was received last Friday and we have, in the short interval between then and now, studied these carefully and, without reference to others, have placed our own estimate on the amount of basic data existing in reasonably usable form. A preliminary estimate was then made of the numbers of various kinds of man-hours required for the performance of the services requested within a general program for performing them.

In reply we confirm our interest in assisting you in the execution of the proposed project. Subject to suitable arrangements being made later with respect to professional fees, reimbursement of properly incurred expenses and related terms and conditions, we offer to perform the professional engineering services in the manner and to the extent requested by you and further described herein. The balance of this letter is in Appendix form and is primarily a reply to your specific requests on proposed technical and administrative procedures, personnel and time estimates. This reply is being sent in ten copies and with two copies of a brochure about the firm which provides additional personnel and other experience data for your information.

Yours very truly,

A. D. MARGISON AND ASSOCIATES LIMITED


A. D. Margison

PROPOSAL ON PROFESSIONAL ENGINEERING SERVICES
FOR
METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

1. Comments on Terms of Reference

The terms of reference are clear and comprehensive. The intent, scope, importance and degree of urgency are adequately conveyed. There are only a few random comments and these are made in point form as follows:

- (a) While you will prepare Chapter I, it is requested that the Consultant have the right to provide comments or suggestions thereon for your consideration in the event that, as the study progresses, the Consultant has a necessary or desirable contribution to make with respect thereto. With this in mind you should consider preparing a draft of Chapter I at or near the outset.
- (b) It would appear to us to be more efficient for our draughting staff to complete the final drawings and for our clerical staff to do both the final typing and the complete reproduction and compilation of the report. Estimated hours for those purposes are thus included. The report would be reviewed with you in draft and

it would be reproduced in a manner to suit your requirements.


If you would, however, prefer to do this part, our hours would be reduced accordingly.

(c) While the date set by you for receipt of the basic data is 1st September, 1965, it is assumed that if (b) is agreeable to you a further two to four weeks would be allowed for the preparation and submission of the completed report.

(d) We assume that the Consultant would have the right to suggest, for your approval, some additions or modifications to what should be included and on how it is to be presented. For example, there would appear to be additional indicators that could be included to illustrate effectively the powerful upward trend of the economic posture of the region - (having regard particularly for your later requirement to consider ability to pay for facilities).

2. Existing Data

It has been assumed that appropriate statistical data exists almost in its entirety in one form or another and with one organization or another and that, as a result, the requirement under this engagement would not involve the initial development of any significant amount of



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such data and would primarily be one of: sorting, evaluating, compiling and then presenting these in the most meaningful and communicative way for each of the factors as now specified by you or as may be augmented or modified during the course of the study.

3. Technical and Administrative Procedures

The following procedures are tentatively proposed:

- (a) The techniques to be used will vary with different factors. In each circumstance, the type of presentation suggested by you will be used unless an approved superior alternative is developed. It will be considered one of our duties to consider and propose any alternatives of merit.
- (b) A few of the techniques will be dictated by the kinds of data available; the forms they are in; the degree of sophistication used in the initial collection and thus the manner required for information retrieval. It thus appears that the technical procedures to be used cannot now be specified in detail. We shall, however, apply the best techniques practicable to each of the components (e.g. should there be opportunities for and advantages in using any existing electronically programmed mathematical models, then they will be used).

- (c) Administratively, we shall appoint a Project Manager (W.A. Stewart) and a Team Leader (Grant A. Bacchus) for continuous liaison. Within the foregoing such other professional and technical staff will be employed as required. There will be some requirement for the utilization of the experience of senior personnel of the firm beyond those of the Transportation Division (reference some of the items in your proposed Table of Contents). We would propose to have periodic meetings in addition to the continuous liaison so that broad direction will be ensured and further that you will know what the report is going to say before it is prepared.
- (d) An allowance has been made for engagement of a factual historical writer (in this field) to assist in the provision of certain data and to assist Messrs. W.A. Stewart and A.D. Margison in the final editing for the intended readership.

4. Personnel Assignment and Time Estimates

Our estimate of the total time required is 2,200 hours.

It is divided as follows:

(a) <u>Professional Staff:</u>	700 hours	<u>%</u>	<u>Hours</u>
(i) Project Manager, W.A. Stewart		10	70
(ii) Team Leader, (Project Engineer) Grant A. Bacchus		40	280
(iii) Other Transportation Division Staff (unallocated)		20	140
(iv) Industrial and Buildings Divisions Senior Staff (C.S. Wiffen, H.B. Long, W.C. Gobel and others as required)		20	140
(v) Generally unallocated (for contingencies)		<u>10</u>	<u>70</u>
		100	700
(b) <u>Other Technical Staff:</u>	1,250 hours	<u>%</u>	<u>Hours</u>
(i) T.S. Buchan (statistical analysis and coordination)		10	125
(ii) R.N. Lefevre (statistical analysis and charting)		25	310
(iii) S.J.E. Lloyd (charting and draughting)		35	440
(iv) Other draughtsmen (to be determined)		20	250
(v) Generally unallocated (for contingencies)		<u>10</u>	<u>125</u>
		100	1,250
(c) <u>Clerical Staff:</u>	250 hours	<u>%</u>	<u>Hours</u>
(i) Stenographers (correspondence, minutes, draft typings, final typing)		40	100
(ii) Reproductions Staff (plates, reproduction, compiling)		40	100
(iii) Generally unallocated (for contingencies)		<u>20</u>	<u>50</u>
		100	250

EXPERIENCE OF QUALIFIED PERSONNEL

The following is an outline of the experience of those members of the staff who would be engaged in the project for the major proportion of the allocated time. The accompanying brochure should be reviewed for additional information on these and other staff.

W.A. STEWART, B.A. Sc., P.ENG.
Manager, Transportation and Municipal Division

Mr. Stewart is an Associate of the firm and Project Manager on the design and supervision of construction of the Frederick G. Gardiner Expressway in Toronto. Since joining this firm in 1951, Mr. Stewart has done supervision on large defence construction projects and was engaged in the preparation of the functional reports for the Frederick G. Gardiner Expressway.

His previous experience includes drainage design and the planning and coordination of the relocation of utilities on the Yonge Street Subway for the Toronto Transit Commission. He graduated from the University of Toronto in Civil Engineering in 1950. He is a member of the Engineering Institute of Canada and the Canadian Good Roads Association and an Associate Member of the Institute of Traffic Engineers. He is a member

of the Association of Professional Engineers of the Provinces of Ontario and Nova Scotia.

G. A. BACCHUS, B.A.Sc., P.ENG.
Senior Traffic Engineer

Since joining the firm in 1959, Mr. Bacchus has conducted the origin-destination surveys and analyses on several transportation studies and is now in charge of our Traffic Engineering Department. His previous experience includes three years as Assistant Traffic Engineer with the Metropolitan Toronto Planning Board and, prior to that, five years with the Department of Highways of Ontario as Traffic Studies Engineer and Route Analysis Engineer. Mr. Bacchus graduated from the University of Toronto in Civil Engineering in 1951 and has completed an extension course in Town Planning. He is a full member of the Institute of Traffic Engineers, President of the Institute's Canadian Section, and an Associate Editor of Traffic Engineering Magazine. He also was an instructor for five years at the Traffic Training Course of the Ontario Traffic Conference and is a member of the Association of Professional Engineers of Ontario.

T. S. BUCHAN
Senior Project Manager

Mr. Buchan, as Senior Project Manager, coordinates all phases of

specification development, report writing, project administration, planning and management. On this project, Mr. Buchan would also be responsible for the coordination and analysis of certain data following compilation by other technical staff.

Mr. Buchan gained his early engineering experience in Scotland where he was employed in the municipal and sanitary engineering fields. He has been with the firm since 1949 and following four years in the structural, mechanical and electrical departments, was transferred to the project management department. He was appointed Senior Project Manager in 1962.

R. N. LEFEVRE
Senior Traffic Analyst

Since joining the firm in 1959, Mr. Lefevre has been engaged in the field work and analysis of origin-destination surveys, traffic and parking studies and land use studies and in the preparation of plans and charts for reports.

His previous experience includes five years as a draughtsman with the Ontario Department of Highways and five years with a firm of town planning consultants. He has completed a University of Toronto Extension

Course in Traffic Engineering, is an Affiliate Member of the Canadian Section of the Institute of Traffic Engineers and is registered as an Engineering Technician with the Association of Professional Engineers of the Province of Ontario.

S.J.E. LLOYD
Senior Draughtsman

Mr. Lloyd is a senior draughtsman with our firm, has been with us over thirteen years and during the past eight years has been engaged in field traffic surveys, including volume counts, origin-destination surveys, parking studies and speed and delay studies. In addition to this outside practical experience, he has been engaged in the tabulation and analysis of field data and the preparation of plans and charts for reports. He has attended the University of Toronto Extension Course in Traffic Engineering.

W.C. GOBEL, B.A. Sc., P.ENG.
Industrial Engineer

Mr. Gobel completed his earlier education in the Netherlands and graduated from the University of Toronto in 1958.

Before joining the firm Mr. Gobel had several years engineering and

business experience with consultants and with manufacturing concerns. He has held positions as design engineer and coordinator and as a program analyst in electronic data processing on business procedures and problems.

With A.D. Margison and Associates Limited, Mr. Gobel has conducted a number of industrial studies from a statistical and economic standpoint and has participated in a wide variety of projects requiring specialization in budgetary planning, cost analysis and inventory control.

